

NEW-YORK TRIBUNE.

Latest from Canton.

From the Brooklyn Eagle.

A letter dated Canton, June 21, 1851, received by the steamer Atlantic, by the overall India mail, contains the following interesting account, furnished us by the gentleman who received it, (a resident of Brooklyn), and had it in his power to give it to us:

The U. S. sloop of war Marion, while on her return from Shanghai bound to Macao, ran ashore on the northwest part of the Island of Formosa.—The accident occurred at 3 A. M., at which time it was very dark. The ship was steaming by the wind, going at the rate of 6 knots an hour, when she ran ashore in the act of tacking, the helm having been put down, and hard-a-head called, by the officer of the deck, when the ship struck. As soon as it became daylight the ship was discovered to be on shore, close to a sand bank, within 600 yards. As soon as it began to grow light the natives could be seen running down the beach from across the hills by hundreds. About 6 o'clock in the morning there were full 3,000 savages on the beach. They brought down their bows, drawn by mules, all ready to carry off the plunder, thinking the case was won.

The work immediately commenced to lighten the ship. Twelve tons of water were taken out, 500 thirty-two pound shot were thrown overboard, at the same time kegges got out, anchor, and finally the lower anchor, and after a deal of anxiety and hard work, the ship gradually slid off into deep water, and the old black box, now known as Marion's Ark, was safely adrift. The crew, with a cargo of 1,000 cases of cartridges, with a barrel of gunpowder, were ashore on Wanshan-tien, in the small harbor, where they had made a hole in the side of the ship, and were bound to New York.

Most fortunately the wind just as we got off suddenly failed, and stand off shore, which she did, but after she had gained an oiling of ten miles, which was only an hour after getting off, the wind veered and blew a strong gale on shore. Had the ship been one hour longer in getting off, she would inevitably have gone to pieces. She went ashore at 3 A. M., and got off at 9 A. M., being six hours on shore.

Mr. Peter Parker, "ad interim" American Minister at Canton, has made known that he intended to call on the Marion to chastise the rebels, and cover any English who might be in the mountains, as probably there are many. Four days after the Marion ran on shore the English man-of-war steamer Reynard, Capt. Craguet, went on shore on Protas shoal, (China sea,) 160 miles from Macao.

The Reynard was lost under the following circumstances. An Englishman called the Velocipede was wrecked on Protas about the time the Marion started on her homeward voyage to Hong-kong, with the exception of his boat's crew, all his hands were on shore without provisions and without water, on Protas Island. Under these circumstances the Governor dispatched the Reynard and brig Pilot; the former was just about sailing for home, having completed her cruise. The Reynard arrived in the neighborhood of Protas about the 25th May, in the evening, on which account the Captain deemed it prudent to lay off and wait daylight.

The next morning, at 4 P. M., while standing in for the Island in company with H. M. brig Pilot, the Reynard struck heavily on a reef and commenced filling rapidly. All was done that could be done, but to no purpose; she was completely broken in two, and the crew had just crowded into the boats alongside, when she filled again, sank to the bottom, and loss of life. Reynard was very unfortunate for all concerned, and to the service, for she was an excellent vessel and cruised in all parts of the China seas, among rocks and shoals, weathering out typhoons, gales, &c., but her cruise is ended and the Reynard is no more.

News from Santa Fe.

We learn from *The St. Louis Republican* that the mail from Santa Fe arrived eight days in advance of its time, with dates to the 1st of August. In the stage as passengers, were Messrs. Sanford, Cranston, Dunn and Stewart, of the Boundary Commission, and Mr. Collier, who had just concluded his tour, saying a little mail from San Francisco to him. The annual rains were then just commencing in New Mexico, and some hopes were entertained of a recovery of the corn crop from its almost dead state, but even this was doubtful, and it is assumed that the wheat and corn crops must be short.

There had been many arrivals from the States—merchants, physicians, lawyers, judges, preachers and officers of all ranks, and it was thought that the new order of things, introduced by Col. Sumner, would be established in the military division, without due sales in Santa Fe at least one-half of former years. The early traders would do the best, what will become of the last, time will show.

A letter from Aubry's train, at the crossing of the Arkansas, written on the 8th, says that they suffered a good deal from the cholera. There were ten cases of it between Forts Davis and San Miguel, but only three died. Shreve's hawker named Logan, the others were likely to recover. Col. Millet, U. S. A., was with the company, on his way to New-Mexico, where he will be second in command. It is said—"The Arkansas River has gone dry—no water in it between the mouth of Little Arkansas and this place, and some persons think that the channel has changed."

The writer went on a Buffalo hunt between Cow Creek and the Arkansas, and found there the body of a Pawnee Indian, who had been killed and scalped some three or four days previous. The body was not touched by the wolves, but a faithful dog was standing guard over it, and the wolves were around him in great numbers. The noble dog was captured and secured, with the intention of bringing him to the settlement as a reward for his faithfulness to his master. The winter started, but the animal, not used to walk and was in great distress. Finally they were compelled to leave him by the body of his master.

A letter from Albuquerque, N. M., dated the 26th ult., says Col. Sumner has arrived and assumed the command of this Department. He has already made many changes, some of which are judicious and others of doubtful propriety. I much fear that he has, with a view to economy, acted without sufficient reflection, and that a retrograde movement will be made in the former expenditures. The citizens, whatever their government may be, were greatly disengaged, this order is not peculiar to New Mexico, but has been given in all the Military Departments, and a large body of traders and mechanics were thus thrown entirely upon their wits for daily subsistence, many of them not having a dollar after paying their little debts.

I am informed that a band of robbers has been organized between Santa Fe and San Miguel, so that it is dangerous to travel on that road. Some bands will not stop, and when they cannot get, they will not starve, and work they cannot get. The Government should have transported them out of the territory, as it brought a large proportion of them into it.

The military posts in the interior have been broken up, and headquarters removed from Santa Fe to the Mori. A post is to be established on the Rio San Juan—Cibola and Abiquiu broken up, as the forces go to Santa Fe. Sojourner and Son are here to go to a post established at Val Verde bottom. The Vega has been up, and the troops transferred to the Mori—thus leaving one company at El Paso, a post at Val Verde, and no military force for a distance of nearly three hundred miles, and in the richest part of New-Mexico—a part, too, which has always been the point from which the Indians have drawn their supplies.

I very much fear that this arrangement will cause more frequent visits from the Indians than formerly, and that the country will be unsafe, especially when the troops were in the midst of us, frequently coming in sight of a post of dragoons and driving off stock with impunity. The only chance is for the Americans to organize and make war upon their own tribe.

In political affairs, not much is doing. Weight will probably be given to the delegates from New Mexico, as far as I can see, he is the most popular man in the Territory.

The writer thinks that Mr. Nicholson and Mr. Kepphart—Missionaries to that Territory—have rendered themselves unpopular by interfering in political matters, and because of some efforts to create an excitement in regard to Abolition.

The steamship City of Glasgow, at Philadelphia from Liverpool, left the latter place at 10 minutes past 1 P. M., passed Delaware Breakwater at 9 P. M., on the morning of the 30th ult., with 214 passengers, and had a smooth passage. On the 31st and 2d had strong winds from S. W. to N. W. and on the 36th, off Mole Island, encountered a heavy gale from N. W. and during its prevalence lost miz-boom and main-top-sail.

MARRIED.

On Tuesday, Sept. 2, by his Honor Mayor Kingbird, Samuel L. CONOVER to MARY STOUTENBURY, all of this city.

In Brooklyn, Wednesday, Sept. 3, by Rev. Dr. Cox, M. F. BRIDGE of this City, to Miss AUGUSTA J. ED. MONDS, daughter of Col. Benj. Edmunds of Brooklyn.

At Washington, D. C., on Saturday, Sept. 3, by Rev. J. L. Clark, WILLIAM E. CURTIS, Esq. of New York City, to MARY A. SCOVILL, daughter of William H. Scovill, Esq. of Waterbury.

In Carrollton, Conn., Wednesday, Aug. 27, by Rev. W. W. Andrews, M. A., son of Judge of Commissaries, Pa., to MARY C. PIERCE of Connecticut.

DIED.

At Newark, N. J., on Tuesday morning, Sept. 2, FREDERICK F., only child of Ascan D. F. Randolph, aged 22 months.

On the afternoon, at 3 o'clock, from No. 94 Hanover-st. N. Y.,

JONATHAN TRUMBULL ELVY, in the 49th year of his age.

His relatives and friends are invited to attend his funeral at the Presbyterian Church, Rutherford, on Saturday, Sept. 6, at 1 o'clock P. M.

At Quebec, Canada, on Friday, Aug. 26, of Cholera, THOMAS J. WILCOX, of Rockville, Lake, N. Y., brother of Westerly, R. I., aged 32.

On Tuesday, Sept. 3, JANE CONROY, in the 9th year of her age.

The friends of M. J. O'Connor, who recently died, attended her funeral at 10 o'clock, on Thursday morning, the 4th inst., from No. 127 Broad-st., without further invitation.

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